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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

COUNTRY USSR (Moscow LD)

DATE DISTR. 25 Apr. 1950

SUBJECT Plant No. 456 in Moscow-Khimki

NO. OF PAGES 2

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PLACE
ACQUIRED [REDACTED]NO. OF ENCLS. 1
(LISTED BELOW)DATE OF
INFO. [REDACTED]SUPPLEMENT TO
REPORT NO.

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1. Location:

South edge of airfield MOSCOW-KHIMKI (37°26'E/55°54'N), about 500 feet east of the railroad line LENINGRAD-MOSCOW. The KHIMKI railroad station was about 1/3 mile south of the plant.

2. Name:

Plant No 256 or 251 (source could not remember exact number).

3. Layout:

The main building was a workshop about 660 x 890 feet, subdivided into 12 sections (aisles), which were equipped with 600 to 700 German machines. The arrangement of the machines indicated that no assembly line was intended; possibly a modest series production was provided.

4. History:

Formerly an aircraft plant which was dismantled in World War II, and transferred to the Ural. At the time of observation, the plant was under conversion. PWs did clearing work (the machines and material which had arrived from Germany were lying about the premises of the plant) and erected the machines.

5. Labor:

a. Number of Soviets unknown.

b. Ten to twenty German civil engineers. One of these engineers said the Soviets demanded impossible things. In 1947

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a rumor was among the PWs that two girls of the families of those engineers had been deported to an island.

6. Details:

- a. Laboratory, about 165 x 66 feet, four stories high, between the workshop shed and airfield. Stationary tests with rockets since late in 1947. Development of black and yellow smoke. Darting flames were observed with about 50 percent of the tests. Soviets called the latter failures.
- b. About 15 to 20 "V-1" were in stock, stored on small assembly carts. They had no wings or empennage, but attachment lugs for wings were observed. Late in 1947, two V-1s were hauled away by trucks. Work was done on the V-1s, which were stored in the manufacturing section. German civil experts were engaged in this work but never talked about it.
- c. So-called "mushrooms" were manufactured by German workers (see sketch) but their purpose was unknown. After completion they were suspended on frames.
- d. White tank wagons were observed. In hot weather they were sprinkled. Trains with 15 to 20 wagons were seen standing on the rails near the storage place. No discharging operations were observed.
- e. A few hundred yards north of the main workshop shed, near two or three small buildings, rockets were fitted to airplanes, each wing carrying two rockets which were dropped with parachutes.
- f. About a quarter mile north of the main workshop building, construction was going on, allegedly a "test track for V-weapons."

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Comment:

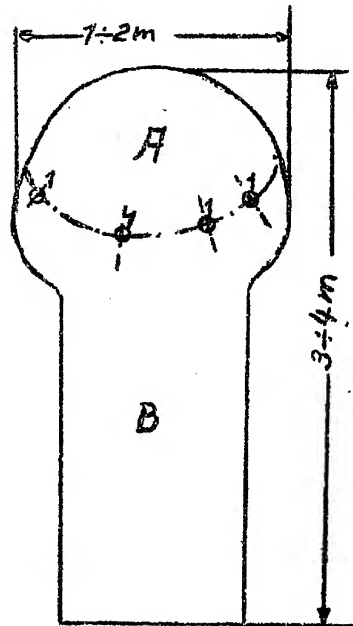
- a. According to available information, the area in the south and southeast part of the MOSCOW-KHIMKI airfield contains the three plants, No 301, 456 and 259. Thus, the two plants for the development and manufacture of rocket weapons, (Nos 456 and 259) are close together north of the railroad line MOSCOW-KALININ. The statements in this report refer to these two plants. Plant No 456 is the former aircraft plant No 84 which, in 1941, was removed to TASHKENT. The statements on these plants seem correct.
 - b. The mentioned rumor may be regarded as an indication that there is cooperation between this rocket experimental plant and the rocket research institute on the isle of GORODCHAYA in Lake Beliger.
 - c. The development of yellow smoke may indicate the use of nitric acid as a carrier for O_2 .
 - d. The sketch does not show whether the "mushrooms" are parts of combustion furnaces for large rockets. Experiments on (take-off) additional rockets and their dropping with parachutes has been previously reported.
- 1 Annex: sketch of so-called "mushroom".

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Sketch of "Mushroom"



Legend:

- A "Mushroom"-head, spherical, material thin sheet iron, 0.4 to 0.8 inches thick
- B Cylindrical "Mushroom stick" Screws spaced about 19.7 inches round about the mushroom head

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